

CLASSIFIED MESSAGE

S E C R E T

DATE 0208Z 16 NOV 62

TO : DIRECTOR

FROM [] 25X1

ACTION: OSA (1 2 3 4 5 6 7 8 9 10)

INFO : S/C (11)

ROUTING

| | |
|---|---|
| 1 | 4 |
| 2 | 5 |
| 3 | 6 |

PRIORITY

PRIORITY

TOR 0230Z 16 NOV 62

IN 55866

25X1
25X1

PRITY []

INFO

CITE []

25X1

NO NIGHT ACTION

AIRCRAFT NUMBER ONE MADE FLIGHT NUMBER 48 FOR ONE HOUR AND SIXTEEN MINUTES ON 15 NOV 62. PILOT SCHALK. TAKEOFF AT 1405 HOURS AREA TIME. G.W. 90,000 POUNDS WITH CG 22.2 PERCENT. PURPOSE OF FLIGHT TO CHECK FIN LOADS AT 20,000 FEET,, MACH .70 AND STABILITY CONTROL TESTS OF ALL AXIS. AB TAKEOFF AND AB CLIMB TO 20,000 FEET AT .70 MACH. TOOK FIN LOAD MEASUREMENTS AT 4 DEGREE SIDE SLIP. SAME ALT AT .50, .70 AND .90 MACH CHECKED CONTROL RESPONSE OF ELEVON AND RUDDERS. CONCURRENTLY CHECKED DYNAMIC LONGITUDINAL STABILITY AT APPROXIMATELY 23.0 PERCENT CG. PILOT REPORTS PERIOD SEEMS QUITE NEUTRAL AT ALL ABOVE SPEEDS. NORMAL LANDING, CHUTE AT 127 KNOTS, HELD DELIBERATELY, HEAVY BREAKING, STRUT WALKING DID NOT OCCUR UNTIL SLOW TAXI SPEED APPROXIMATELY 10 KNOTS. PILOT FAVORABLY IMPRESSED WITH BRAKES. AIRCRAFT NUMBER ONE SCHEDULED 16 NOV FOR MACH 1.7 FLIGHT TO CHECK LONGITUDINAL AND DIRECTIONAL STABILITY. AIRCRAFT NUMBER THREE SCHEDULED FOR 16 NOV PROBABLY WILL BE HELD UP UNTIL 17 NOV DUE FORECAST CLOUDY CONDITIONS.

END OF MESSAGE

S E C R E T

GROUP 1
Excluded from automatic
downgrading and
declassification